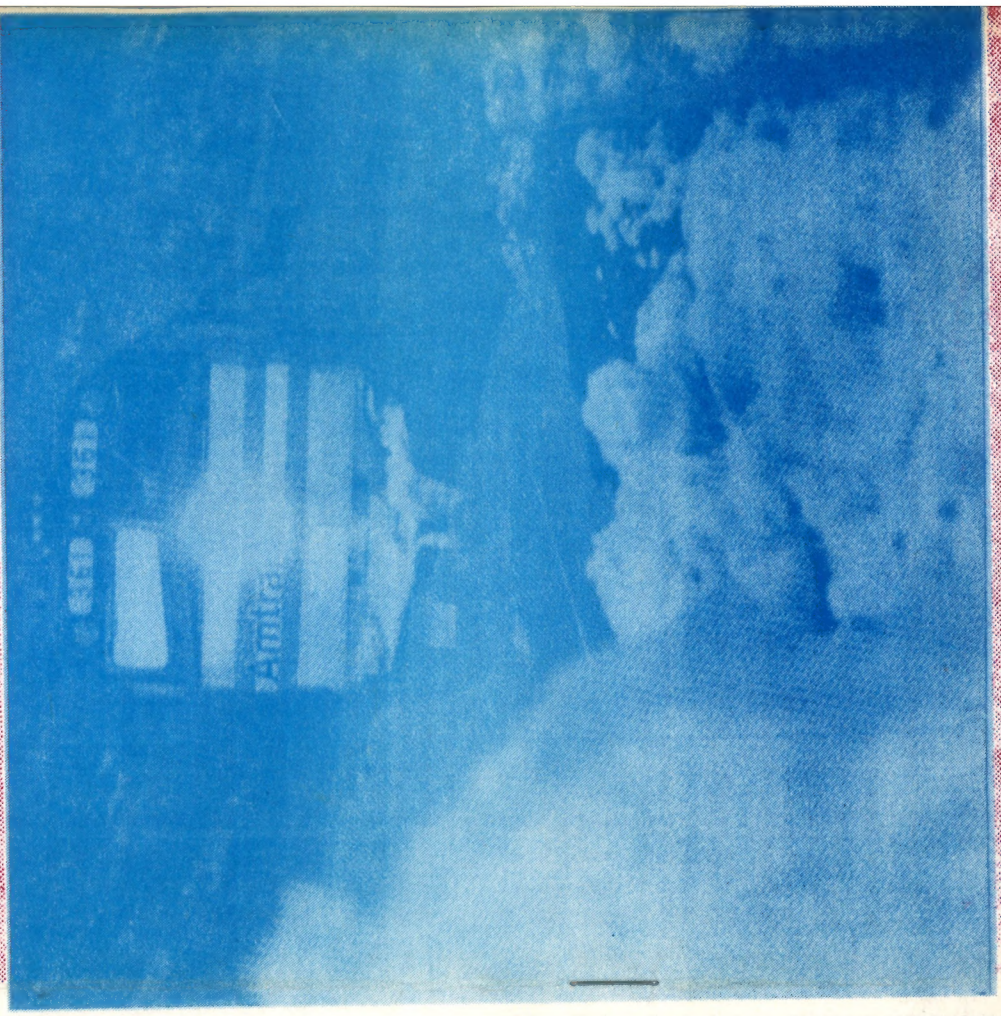
# RAIL TRAVEL NEWS

VOL. 14 NO. 8
2 APRIL 1984
ISSUE NO. 290

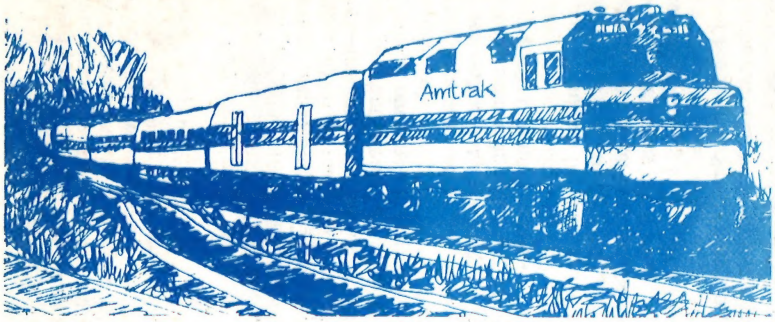
80¢

P 4-27-84



FROM: P.O. Box 9007
Berkeley CA 94709 USA

FIRST CLASS
U.S. POSTAGE
PAID
PERMIT NO. 1083
BERKELEY CA




**To:**

RAIL TRAVEL NEWS
P.O. BOX 9007
BERKELEY CA 94709

## Subscribe Now

(two issues a month)

Send RTN for __ year(s) at $19 per year or $9.50 for six months. My remittance is enclosed. This is: a new □, renewal/extension □, gift □ subscription.

NAME _____

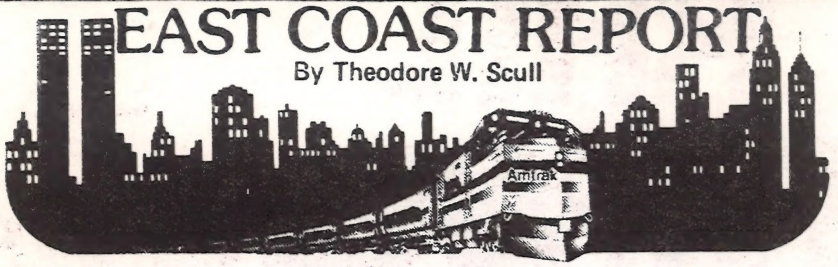
ADDRESS _____

CITY _____ STATE _____ ZIP _____

**FIRST CLASS**

# EAST COAST REPORT

By Theodore W. Scull




Quite a lot of news has been filtering up from Washington of late, and most of the more important items are positive in nature.

On Mar 28 U.S. Secretary of Transportation Elizabeth Dole and Washington Mayor Marion Barry signed a $24.8 million contract to complete Union Station's unfinished 5-level parking lot. The project, stalled since 1976, is part of more than $100 million of work that will see the entire facility renovated by the middle of 1987.

The 1300 parking spaces are expected to be used by Amtrak and commuter passengers, local shoppers and office employees. In addition, there will be a storage area for tourist and Metro buses.

As is usual for the Washington Post, the article referred to the historic structure's troubled past and made no reference to the facility as a heavily-used railroad terminal for both Northeast Corridor and long-distance passengers.

In the immediate neighborhood of Union Station, Trailways moved into a new bus terminal at the corner of 1st and L Streets, N.W. An ad in the Washington Post on Mar 30 emphasized that the depot is within walking distance of Union Station, the subway and city bus lines. At one time, plans called for Union Station to become an intermodal rail and intercity bus station. At the end of April, I shall inspect the new facility and time the walk carrying an average-size suitcase.

The Greyhound Terminal on New York Avenue made the news for a different reason. The Art Deco Society of Washington and an organization called Don't Tear It Down have filed an application to grant it landmark status, hoping to make way for the proposed removal of the tacky 1976 facade that now covers the original streamlined 1940 structure. The bus company had originally planned to move out of the terminal to a site near Union Station in an agreement involving a land swap. The present location has been slated for high-rise development.

The main post office adjacent to Union Station is marked for sale when the Postal Service transfers most of its nearly 4000 employees to new and more efficient quarters in the northeast part of the city. Congress, the Executive Branch and several federal agencies are interested in other uses for the 400,000 square-foot building.

★★★

O. Winston Link's famous nighttime Norfolk and Western Railway photographs, a subject of an earlier report in this column, are currently on view in Washington at the Kathleen Ewing Gallery, 1609 Connecticut Avenue, N.W., thru Apr 26. The gallery is within walking distance of the Red Line's Dupont Circle station. Phone 202-328-0955 for opening hours.

★★★

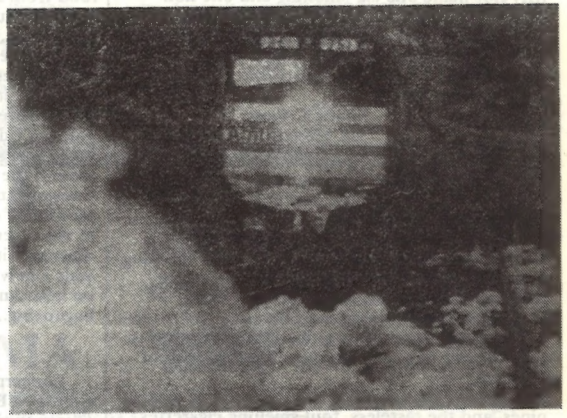
In a New York Times article dated Mar 24, reporter William Robbins painted a grim picture of Philadelphia's Route 23 Germantown trolley line. The "paper of record" is not noted for favoring trolleys, and in this story the lead began with the two damning words "trolley buffs" to indicate from the outset that this transportation mode should not be taken seriously.

(continued on page 22)

Rail Travel News, Vol. 14, No. 8. 2 April, 1984. Whole number 290. Copyright © 1984 by Message Media. Published twice monthly by Message Media, P.O. Box 9007, Berkeley CA 94709. Subscription $19.00 per year; single copy 80¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Jack Ferry, Adron Hall, Kenneth Maylath, Peter Roehm, Ted Scull.

# THE COVER STORY

Amtrak train 5, the westbound CALIFORNIA ZEPHYR, was hit and trapped by snowslides in Glenwood Canyon, Colorado at 1:30pm on March 15. The affected train, composed of engines 361 and 370 and 12 cars, and reportedly carrying 450 passengers, was forced to stop at Allen CO, 13 miles east of Glenwood Springs, in the steep-walled and scenic Glenwood Canyon. A snow slide in front of the train blocked its path, and during the hour that the train remained at that location, a second slide hit the last two cars, breaking holes in the roof of sleeper 32047 and cracking windows. There were no injuries. When the snow slide behind the train was cleared, the train was backed up to Dotsero CO and passengers bused on the Glenwood Springs. At Glenwood, the eastbound train was terminated and passengers bused to Dotsero. The two equipment sets were turned so passengers could continue their journeys aboard them. Eastbound passengers left Dotsero at 11:40pm, 445 minutes late, while westbound riders left Glenwood Springs at 12:30am, 690 minutes late. Subsequent runs were detoured over the UP line thru Wyoming, with buses serving the Colorado points. Regular service was resumed on March 21, just after the Rio Grande completed replacement of snow slide fences at the affected locations. Freight trains operated thru the route most of the days that the CZ was being detoured via Wyoming. Railroad sources told newspapers that the slides had come late and long this season, with the spring thaw. Usually there are some in December, but not slides to the extent of these so late in the season. Amtrak reported that the train suffered no lateness on the detour, but was often delayed waiting for the bus serving the Rio Grande points. At the point of the slides, the cliff is a sheer 150 feet high. The photo on our cover was taken by Dan MacArthur and published in the Glenwood Post on March 16. It is reprinted here by special arrangement with that newspaper.



# LETTERS

**It really irks me that with a World's Fair in New Orleans, Summer Olympics in Los Angeles and Democratic convention in San Francisco that America's rail passenger carrier (the mode best suited to handle the big crowds generated by these activities) is not taking advantage of the best opportunity it has ever had to tap new ridership and revenue. Specifically, I am addressing Amtrak's failure to run the SUNSET daily and reinstitute the SPIRIT OF CALIFORNIA.**

**What I would like to propose is that rail advocates everywhere seize the opportunity Amtrak missed to persuade Congress to force Amtrak to operate these services this summer. If we all write letters to our Congressperson and two Senators today, we can probably generate enough enthusiasm to place an amendment on a piece of legislation that will pass soon to force Amtrak to do what it should have done all along. Because trains already serve all the stations in question, Amtrak can initiate this service rather quickly. They could do it as soon as Memorial Day or as late as Independence Day and still tap most of the riders there are to be had. Rail advocacy groups along the line should also leaflet the SUNSET and STARLIGHT to generate more mail. The big events and the people-movement problems they generate should be good motivation for Congress to act quickly and require Amtrak to operate the SUNSET/EAGLE daily at least thru the October schedule change, and the SPIRIT thru Labor Day. Of course, Congress would have to mandate that both services be heavily promoted and provide long distance coaches , food and lounge service...**

**Tom Wong**
**San Francisco, California**

After reading about Amtrak's new (tho not entirely satisfactory) smoking policy, I couldn't help but notice the item on the possibility of two lounges running this summer on the SUNSET (L.A.-San Antonio). I wonder if the same idea came to other RTN readers as occurred to me. Why not make one car smoking and one non-smoking? This is Amtrak's chance to make everybody happy—and get me back on the trains again. I get tired of being a virtual prisoner in my room for a two-day cross-country trip! Are you listening, Amtrak?

James E. Cane
San Francisco, California

Amtrak's smoking policy effective Feb 1 1984 discriminates against pipe and cigar smokers by, in coach, demanding abstinence or, in many cases, the unnecessary payment of sleeping car charges in order for the pipe or cigar smoker to smoke. In other words, as long as pipe and cigar smoking is prohibited in the lounge car, pipe and cigar smokers are banished to the sleeping cars.

Should the bleating lambs demand and receive a total prohibition of smoking on Amtrak trains, Amtrak will be out of business due to a lack of business.

I suggest that Amtrak allow the use of cigars, pipes, and the tasteless, foul-smelling cigarettes in the lounge cars only and prohibit smoking of all tobacco in the other cars.

Bob Mack
San Francisco, California

In response to the "no smoking" postcard signed by eight rail travelers (RTN 288)—Good grief! fellow travelers, there is so much of a train now that smoking is not allowed [on]. Leave the lounge cars alone. I am reminded of a recent trip on the CRESCENT when two ladies complained to the lounge car attendant of the smoking. His reply was: "There is no smoking in the coach ahead."

George Wheeler
Springfield, Massachusetts

It was with some uncertainty that I recently embarked on a long Amtrak circle trip, after reading all the "horror" stories in the rail travel press. I had flown and driven to the coast the last several trips, so I was ready to try the train again, especially with the attractive fares, ZEPHYR re-route and a desire to see the Sanfe Fe scenic route possibly a last time. I am happy to report that the entire trip was a thoro delight. The trains were comfortable and on time, the track was smoother, and the on-board personnel were especially friendly and pleasant.

The only surprise of the trip was the ZEPHYR detour via the UP between Denver and Salt Lake because of a slide. Initial disappointment was tempered by the realization that this would probably be my last trip on the UP. I was quite pleased with my first encounter with Superliner sleepers. I found I slept very soundly on the BN Nebraska line, the SP across Nevada and the Santa Fe too except for the old Santa Fe line across Kansas which frequently awakened me with holts and bumps. It was a most enjoyable trip. The dining service was much improved, many fewer people smoked in the lounge, and the food was quite tasty. I shall schedule another trip soon.

Alan Bradley
Springfield, Missouri

I agree with Kevin McKinney (RTN 286) that Amtrak does lack consistency. The LAKE SHORE should not have run out of food. The stations along its route could have been stocked with microwave food for an emergency of this sort. VIA does have emergency plans to get food from suppliers along the routes of its trains. Amtrak could, if it wanted to, follow the same procedure, and have the on-board service manager sign for the food. VIA did airlift passengers over the Rockies, when it realized that trains would not make it in a reasonable amount of time. That was a professional and rational decision. When you can't do it, let some one who can do it for you. Last summer VIA airlifted its passengers around the Rockies when a flood precluded land transportation of any sort around Golden. Mr. McKinney does not like VIA at all—just read some of the recent editions. They keep a full-service diner and it is never mentioned., but if Amtrak adds a new chicken dish it gets two paragraphs on how Amtrak's food service and quality are improving...

Thomas P. Higgins
East Brunswick, New Jersey

Concerning the reader who insists that the CALIF. ZEPHYR be removed from BN track (Train Rating Survey, RTN 288): I just traveled Chicaco-Denver-Chicago in Feb 1984, and I think the track is overall much improved from what this other person's experience was. I was especially surprised by the good condition of the track from Brush CO to Denver —this is where the numerous, heavy coal trains run coming down from Wyoming. There are many rough spots on the route, but I can think of several other routes with the same speed limits that are just as rough or rougher. I also challenge this reader to find another railroad with better track conditions!

I also disagree with his comments on the diner: I rode in May 1983 with a 15-car train, and I found dining service prompt, courteous, and without any major hassles. Again, on my most recent trip—altho with fewer passengers (Feb 1984)—service was simply excellent.

Bob Duesdieker
Memphis, Missouri

John Martin's letter in RTN 289 concerning NARP's diversion of "Save the Spirit" advertising money to underwrite NARP's debts for its publishing venture was disingenuous, and ducked the key issues raised by Mr. Braymer's charges.

The NARP brochures for the campaign were printed on 8½x13-inch flyers, virtually every syllable of which constituted an emotional appeal to the public for money to fund an ad campaign to save the SPIRIT OF CALIFORNIA. Only the last clause of the last sentence, at the very foot of the flyer, coyly alluded to "other purposes." This was barely enough to avoid mail fraud, and it would take a lawyer to understand the import of the clause. No reasonably intelligent person responding to the NARP campaign would have contributed money with the slightest suspicion that half or more of the contributions would be diverted to NARP's debts rather than being expended on the SPIRIT.

If the NARP Board specifically discussed this diversion in advance, that discussion compounds the seriousness of the deception, rather than mitigating it.



Neither Mr. Braymer nor any other member of NARP, much less a member of the public, responding to NARP's campaign should be chargeable with knowledge of the private discussions of the NARP Board. The issue is not what Mr. Braymer could have discovered had he interrogated NARP insiders after the fact, but rather NARP's fund-raising under the misleading pretenses.

Perhaps if NARP had spent the SPIRIT money on the project for which it was raised, the SPIRIT would still be with us. Perhaps not. Since the fix to kill the SPIRIT now seems to have been in as early as mid-1982, perhaps NARP itself was delinquent in having conducted the 1983 campaign in the first place. In either event, neither Amtrak nor NARP has yet produced the full explanation of the demise of the SPIRIT, and rather than defending Amtrak on that score, NARP would better serve its membership if it were able to obtain a credible explanation for why Amtrak secretly abandoned the SPIRIT 18 months before it was eventually discontinued, and why the NIGHT OWL runs as a federally funded train when the SPIRIT was possible only under 403(b).

Andrew C. Selden
St. Louis Park, Minnesota

# RAIL CANADA

## Introducing the PANORAMA

**Introducing VIA Rail's new Panorama train! A new look at the West for 50% less!**

CONFIRMING THE RUMOR published here in RTN 288, the new Winnipeg to Prince Rupert train is named the PANORAMA. The train will run via Saskatoon, Edmonton, Jasper and Prince George. We have not been able to confirm the startup date of the new service, but presumably it will be with the spring timetable change. VIA is advertising a 50% fare reduction on the train for travel between June 4 and June 30, if reservations are made before May 15. (The discount applies to basic adult fare only and is subject to CTC approval.) The train will carry a dome car.

VIA'S MONCTON-CHARLOTTETOWN daily bus service will have a new schedule effective Apr 19, due to changes in CN Marine Ferry crossings between Borden, P.E.I., and Cape Tormentine, N.B. Buses will leave Charlottetown at 1pm and 7:45am and will leave Moncton at 12:15pm and 6:15pm.

QUEBEC, NORTH SHORE & LABRADOR now has thru runs only on Thursdays. The Tuesday trip terminates at Walbush/Labrador City. The April Official Guide includes a map of this railroad. The Thursday train runs thru to Schefferville. Both trains are listed as "express." Check the Passenger edition of the Guide before making this trip, and make hotel reservations early.

WITH A DOME on the PANORAMA as well as the OCEAN and CANADIAN, VIA will need to use all of its approximately 30 operable domes this summer. If the OCEAN retains its first class lounge, then "Park" series domes might be used on it. Most of the operable CP stainless steel cars—about 160 of 173 cars can be used—will probably be in use this summer.

THE "OKANAGAN EXPRESS" (see Rail Fantrips, p. 20) will be run again this year, on May 19-21. Contributor Tom Higgins highly recommends this excursion train—"one of the wonders of the year."

SMITHS FALLS, ONTARIO CN station has been declared a national historical site and saved for posterity.

CANADIAN RAIL ACCIDENTS dropped off 14% in 1983, compared to 1982.

THE LRC FLEET continues to be plagued by wheel bearing problems, so just about any type of equipment is used to substitute. For example, Dayniters are used as club cars, and the ex-CP Budd equipment is used on many trains.

TRANSPORT 2000 ONTARIO accepts individual memberships at $15 per year. By subscribing to this consumer group, one receives its newsletter plus the national T2000 bulletin. Address is: PO Box 248, Station M, Toronto, Ont. M6S 4T3.

ALGOMA CENTRAL MAY discontinue its popular Agawa Canyon tour train. The service has lost $1 million over the last two years, and the equipment is in need of re-

placement. Presumably this would not affect the thru service to Hearst, but only the Sault-Eton turn operated each summer. The dining car service (ex-Santa Fe lunch counter cars) may go too.

# URBAN-SUBURBAN TRANSIT

LONG ISLAND RAIL ROAD is celebrating its 150th birthday on Apr 24. A "Gala Celebratory Trip" will be run then, the first of a series of commemorative events and projects, LIRR President Robin H.H. Wilson announced Apr 17. A special train of dignitaries will leave Brooklyn at 11am, stopping at Jamaica at 11:19 and arriving at Garden City at 11:45. There will be brief ceremonies at each stop. When the special train reaches Garden City, all train operating on the system (including 22 scheduled runs) will blow their whistles in unison, "blanketing the Island with their sound; the churches in Garden City will ring their bells in welcome." A commemorative booklet, "Rails to Long Island's Future", souvenir medallions and playign cards will be sold later. One part of the celebration is the sponsorship of an international conference on the future of suburban rail to be held Sep 13-15 at Hofstra University. The LIRR is said to be the nation's busiest commuter line.

WASHINGTON METRO SYSTEM is looking for alternatives to its mechanical fare-collecting machines. It s staff must present a report on alternatives by May 11. The present machines have had problems of reliability, and have cost the system almost $70 million thus far.

THE MONTREAL MUCTC has begun operation of express trains once more, reducing some schedules by 23 minutes. This has reportedly resulted in increased ridership.

TORONTO TRANSIT COMMISSION has ordered 52 articulated light rail vehicles from the UDTC, with delivery beginning in 1986.

SAN FRANCISCO-SAN JOSE commuting will be studied under terms of a State Senate resolution introduced Mar 13. Resolution 74 asks for a study of, at a minimum, the following alternatives: BART extension to S.F. Airport and south to San Jose; BART extension to the airport and a light rail line from the airport to San Jose; and a light rail line between S.F. and San Jose, using the SP right of way.

LOS ANGELES METRO system officials are scurrying to fight the recently-arisen problem that UMTA cannot fund the full expected amount of subway construction. More local sources of funding are being sought out. One plan apparently favored is to start construction of the smallest portion of the system that would be useable—8.8 miles from Union Station to the intersection of Beverly Blvd. and Fairfax Ave. in L.A. while at the same time constructing a major station in the San Fernando Valley, probably the Universal City station. Building that station, with no tracks in place to it, would indicate a political commitment to complete the 18.6-mile line there.

CABLE CAR LINE reconstruction in San Francisco is on schedule, and full operation is expected on June 21. On Apr 19 a car was operated on the California Street line with sandbags in place of passengers. This test proved very successful, indicating the new cable machinery will work properly. The new cables are said to run more quietly than the old ones.

ICG COMMUTER LINE improvement fund was approved by Chicago's RTA Interim Board on Apr 5. About $14 million will be spent , including $2.7 million to rehabilitate ten Highliner bi-level commuter cars. Station improvements will cost $1.1 million.

THE WASHINGTON POST reported on the "boom" in urban transit Apr 17. There are many proposals for transit systems now because studies that began in the 1970s are reaching completion; at that time there was more support in Washington for such systems. The one-cent gasoline tax share for transit is doing well in pulling in funds, but there is some move by highway proponents now to siphon off some of that money for their own increasing needs.

NEW YORK CITY transit police moved swiftly and efficiently on Apr 20 to arrest 22 youths on a subway train in Manhattan, who were terrorizing and robbing other passengers. They were part of a group of 100 who had left a skating rink.



# On A Doomed Train

BY DUANE W. ROLLER

The Pepin train cuts in Canada spared the VIA Corridor, but recently the Corridor has begun to shrink as well. This summer the last sleeping car service to the nation's capital will end as VIA discontinues the overnight Ottawa section of the CAVALIER. Altho an RDC Ottawa-Kingston in the morning will replace it, and track work will allegedly allow a fast service, the loss of the night service is being widely criticized.

The original CN service overnight between the capital and Toronto was the CAPITAL, which until the 1960s handled a large number of sleeping cars and a first class lounge, and was the way to travel between the two cities. Then government decrees virtually forbidding rail travel by civil lemployees began to cut into the train, and in the late 1960s it was combined into the Montreal-Toronto CAVALIER, joining first at Belleville and more recently at Brockville. VIA gave up on the service soon after that corporation's origin, discontinuing baggage service and never adding an extra sleeper even tho the regular car is full on most nights, with the result that the train, no.s 48 and 49, is no more than a two-car stub, a single coach and single sleeper, hardly an operation to be considered with favor by government budget cutters.

With this in mind I boarded the CAVALIER one recent night in Toronto. I was still winter, and the train was coated in ice and steam. Altho departure was at 11:35pm, the sleepers were ready at 10:30pm and hooked into a steam line at Toronto Union Station. My car was at the very front of the train, followed by the Ottawa coach, then four coaches, including a snack bar, for Montreal, and three Montreal sleepers.

Fighting ice and steam on VIA Rail.
Photo by Bob Rynerson (Dec 1983).

As I check in with the sleeping car conductor—the last of this breed north of Mexico—I asked about the load. "Full, as always, with an extra sleeper to Montreal tonight" was the reply. I wondered why Amtrak has not exploited the short overnight sleeper run—only the NIGHT OWL is comparable, and we know what happened to the SPIRIT OF CALIFORNIA. But the three sleepers to Montreal—on a weeknight—for the 335-mile run should be a lesson to Amtrak.

The porter greeted me at the steps, took my luggage, and asked when I wanted off the car in the morning. Altho we arrived at 6:20am, I could stay on until 8am. Having nowhere to go, I left a 7:30am wakeup call.

There seemed little point in going to the snack bar, so I undressed and prepared for bed. I had learned that train 670, the Kitchener connection, was late, and was not expected until 11:55pm, so we would not be leaving until midnight. The weather was turning bad, and at any rate train 670 is usually late these days, as it connects with the INTERNATIONAL at London, which is generally late because of slow customs inspection.

As I relaxed in the roomette I felt the engine bang up against my car and the hiss of steam become more forceful. Then I drifted off to sleep, only to awaken as we left

Toronto: I glanced at my watch, and it was 12:44am. (I later learned that in a minor debacle of sorts, no. 670 had become stuck in the snow near Kitchener, despite the conductor of the RDC asking the dispatcher either for an engine or a fresh plowing of the track, both of which were refused. This was front-page news the next morning, and VIA's image was further reinforced among the Canadian public.)

The ride was not comfortable. With the sleeper next to the engines, not only were the whistles loud and constant, but there were many creaks and bumps. Handling of the train was rough, with 80mph running interspersed with fast stops. The schedule is still based on the days when the CAVALIER carried a full load of mail and express; now it doesn't even carry a baggage car. Thus there were many waits for time, and the 1hr, 9min lateness was made up without difficulty.

I awoke to a particularly violent crash. My watch read 4:05am. I raised the shade and saw a Steven Spielberg world of light and steam. We were back on time, at Brockville, where the Ottawa section would be detached. Despite the fact that it should have been a simple cut (detach power, attach Ottawa power, and pull apart), there was much sawing back and forth, shouts from the switching crew, and banging on the front coupler of the sleeper. I dozed off, only to dream that the coupler could not be aligned and we were tossed off the sleeper at 4am. Then we were on our way again, on time at 4:21.

I vaguely remembered the stop-and-start for the many hand-thrown switches at Smith Falls, and then I woke to a cold and clear morning as we pulled into Ottawa at 6:39am, 19mins down. I awoke because the platform public address system announced the arrival. Then it was back to sleep, only to awaken as we started moving again shortly after 7:00. I decided it was time to get up, and rang for the porter, who handed me a not-bad continental breakfast and said the train was being turned. Why it was necessary to turn it at this hour, when it did not depart for another 16 hours, made me wonder until I learned that the power would go back to Brockville on train 43 at 8:40 am. I gave VIA high marks for efficient power utilization but low marks for unnecessary annoyance of passengers.

As I spoke with the porter we slid to a stop. Twenty minutes later we were still there, at the east end of the platform. One hour later, there we were. On the next track was train 29, the 7:40am to Montreal, without power, as 7:40 came and went. No. 29's power was stuck on the wye we were going to use, because of frozen switches—it was 20 degrees below zero F. Finally, shortly after 8am, no. 29's power appeared, hooked on, and the train was off half an hour late.

Then we began to move, with our stranded group of sleeper passengers, many of whom had bailed out and walked back thru the snow into the station, as it never occurred to anyone to back the train into the station during the delay. By 8:10am we were at the end of the wye, and there we sat for 20 minutes, before backing around. Our return into the station was at 8:40am; the turn had taken over 1½ hours. The power was quickly detached and placed on the loaded and waiting no. 43, which left at 8:54am, 14mins late, and no. 48's lonely coach and sleeper were finally at rest to await departure that night.

## EFFECTS OF THE LIMA STATION CUTBACK

**BY JOHN D. MUMMERT**

Amtrak station closings have been in the news in the past year. A number of stations have been closed across the Amtrak system, and others have had their hours of operation cut back. In RTN and other rail publications, debate has gone back and forth about how the traveling public actually will be affected.

In Lima, Ohio, a city where station hours have been reduced from two shifts a day to one shift a day, the result is hardship. The station is currently open from 9pm to 6am seven days a week. Lima is an important trade and commercial center in northwest Ohio. The population of greater Lima is 92,500 and it is the center for a ten-county trading area with a population of 456,500. Lima is served by the combined BROADWAY-CAPITOL LIMITED at 9:52pm eastbound and 5:01am westbound.



What happens to passengers who arrive before the 9pm opening of the station? A little publication called *Mission Messenger of the Lima Rescue Home* tells very graphically. The Lima Rescue Home is a skidrow-type of mission located one block south of the Amtrak station. It, unlike the Amtrak station, is open 24 hours a day. The Easter 1984 issue tells us, "On three consecutive nights recently we provided a waiting room for travelers until the Amtrak station opened at 9pm. First, a young lady on her way back to college in the East came in with her luggage, looking for a place to stay until train time. The next night a family en route to New Jersey came to us for help. They were returning home after taking the man's father to Louisville, Kentucky for burial. There they had rented a car for the trip to Lima to get the Amtrak back to New Jersey. When they got here there was some difficulty about returning the rental car. While one of the staff accompanied the man to straighten out this problem, the wife and daughter stayed at the mission, attending the evening service. By the time the difficulty was resolved and the service ended, it was time for the station to open. The family was grateful for the help received. The following day a man and his wife also came to us, looking for a place to stay until train time. They had come from Pittsburgh the previous night in a downtown motel. But there were several hours between checkout time and train time, and they found the station closed, so they came to us. Leaving their luggage with us, they spent some time at the Lima Mall, then returned and stayed at the mission until the station opened."

One must commend the Lima Rescue Home for the good job they are doing taking care of Amtrak passengers who need help. One can only question why Amtrak allows such a situation as this to happen when they could be providing much-needed service by extending the station hours they previously cut back.

## WILL THE SAN DIEGO METROLINER FLY?

With the April 29 timetable change, Amtrak will introduce Express Metroliner service to the Los Angeles-San Diego route. The Metroliner reduces the running time from 2hrs, 45mins to 2hrs, 30mins by eliminating four station stops, and it provides complimentary newspapers and food to the business passengers it seeks to woo. However, there are many people in Southern California who are convinced that the service will be a dismal failure like the New England Metroliner service that is being discontinued as this is introduced, in spite of a million-dollar promotional campaign.

The four cities skipped on the route are Oceanside, San Juan Capistrano, Santa Ana and Fullerton. During the past weeks, the mayors of these cities have written to Amtrak President Graham Claytor strongly urging him to drop the idea of the express service. There are now seven roundtrips per day, and elimination of one means a service reduction of over 14% for these cities. These stations generate a lot of business, and at the $4 per trip additional fare for the Metroliner, Amtrak will have to stimulate a lot of business to make up for their loss. In addition, the new service incurs increased costs of operation. It requires that four train sets instead of three—and four crews—remain in San Diego overnight. The estimated crew lodging cost is about $100,000 per year, and the equipment capital costs are $7 million.

The Fullerton City Council in February unanimously passed a resolution requesting Amtrak to rescind the Metroliner plan. The city recently completed a Transportation Center, and now Amtrak is taking business away from it. The Council also demanded that in the future Amtrak consult with the city before such actions are taken.

Consultation with local leaders was evidently one thing Amtrak did not undertake before imposing this plan. Critics say the plan was a result of "Potomac Fever"—the imposition of an order from above without consultation with or understanding of the local population and its needs, its geography or its business travel patterns. The city of Oceanside recently opened a new $7.5 million publicly-financed Transit Center. Said Oceanside Transportation Commission Chairman Byron Nordberg, "The Oceanside Transit Center was designed and built to encourage *more*, not less service to Oceanside and the surrounding cities, military installations and unincorporated areas of San Diego County. It is ironic that just when a splendid new facility opens,

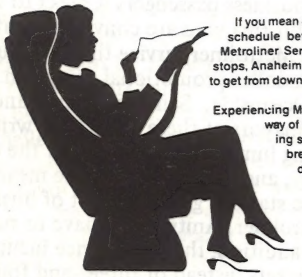
and when Amtrak ridership from Oceanside is increasing rapidly, Amtrak chooses by some strange analysis of ridership and economics to propose express San Diego to Los Angeles service bypassing the lucrative North San Diego County area."

Santa Ana is also constructing a $16 million Regional Transportation Center for Amtrak, and thus that city was not too happy either with the coming service reduction. The city council there also resolved unanimously to oppose the Metroliner. The mayor of Santa Ana wrote Claytor on Apr 5 that "The City of Santa Ana has been a historical friend, partner, and cornerstone of Amtrak's operation in this Corridor. More importantly, however, we have sought cooperative planning and coordinated investments to improve rail passenger ridership in the Nation's Number 2 Corridor. Amtrak's actions in this proposal seriously disrupted these efforts, and created hostilities that will reduce rather than enhance rail passenger growth in this Corridor." The mayor noted that he or his representatives met with Amtrak marketing people in Washington and "Their explanation of this change appear[s] to result from computer projections which may well be faulty, or have serious input deficiencies."

In a followup letter of Apr 11 to Claytor, the mayor of Oceanside said "We are convinced that the concept of Metroliner service will not bring the results that your marketing people have stated, and that overall ridership will decrease. The traveling habits and demog raphics of this area do not indicate that the service will be successful. There are numerous alternatives available for travelers to reach the ends of the corridor, all of which take less time. People will not go out of their way to reach the two intermediate stations that have been proposed. We believe that by leaving all of the stations on the schedule, Amtrak would have much greater success. A traveler commiting 2 hours and 45 minutes to a 130-mile trip will not be significantly swayed by a 15-minute savings in time, particularly if extra miles of driving are required to get to one of the two stations. "

## Beat The Freeway Our Way

### Amtrak Introduces Metroliner Service Between San Diego and Los Angeles



If you mean business then Amtrak has a new service and a faster schedule between San Diego and Los Angeles. Introducing Metroliner Service, the all-reserved express train with only two stops, Anaheim and Del Mar. It's the best way for business travelers to get from downtown San Diego to Los Angeles in comfort and style.

Experiencing Metroliner Service will introduce you to a whole new way of taking the train. Stretch out and enjoy our wide reclining seats, a complimentary newspaper and continental breakfast in the morning and complimentary hors d'oeuvres in the evening. With convenient morning departure from San Diego and afternoon return from Los Angeles, you'll be relaxed and ready for a full business day.

Amtrak's METROLINER SERVICE

The mayor did propose the idea of providing a special business car on every train between 7am and 5pm on weekdays. He added, "Please understand our concern and frustration over the events that have taken place. There has never been a formal notification of the proposed service changes, and the riders have no knowledge of them. This apparent lack of respect for local involvement in Amtrak service has incensed many Southern California officials. Supposedly a 90-day notice was required, but no information is available as to when or to whom it was given. No one has responded to our requests for information and requests to delay implementation. We would very much like to work with you and the other cities to develop an equitable and supportable service that will be a source of pride and satisfaction to all." (This letter was co-signed by the mayors of all four cities involved.)

What does Southern California want instead of the Metroliner? An eighth round-trip dailyleaving L.A. in the early morning is one important suggestion made. A Caltrans study showed that 100-300 riders per day would be generated from Oceanside alone by an early train. In addition, a 2hr, 30min schedule should be the normal



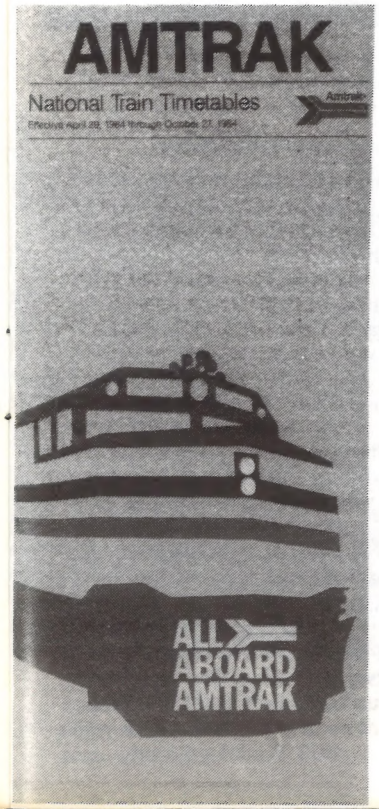
SAN DIEGAN running time, critics point out. State Senator James Mills, former Amtrak board member, advised the Orange County Board of Supervisors that at least 20 minutes could be cut from the SAN DIEGAN schedules without any additional capital costs. Are riders going to be willing to pay $4 extra per trip for a 2:30 running time when presently some trains are arriving 8-12 minutes early on their 2:45 running time schedule, and waiting for time at stations? In addition, critics question whether business travelers will fork over a $4 premium to sit in 84-seat "cramcoaches" when the roomier 60-seat cars could be used.

Said critic Noel Braymer in a letter to Claytor, "Are you really trying to demonstrate market by market across the country that skip-stop services, no matter how disguised, will fail consistently?" Braymer argued that Southern California lacks the pattern that Amtrak is familiar with in the NE Corridor. "It a linear city here, with activity centers well spaced and *relating each to the other* within the route matrix." To really expand ridership and revenue, Braymer suggested extending the SAN DIEGANS to Santa Barbara. He also charged that Amtrak doesn't have any data on the numbers of business passengers on the route.

Critics have also charged that the Metroliner is really a move to test the express train market for American High Speed Rail Corporation, at the expense of the present system.

Despite the protests of the cities involved, of Caltrans, of rail advocates, and of several state senators, Amtrak is apparently preparing to go ahead with the Metroliner experiment, turning a deaf ear on its critics, as it did in Wyoming. Rail observers will be most interested to watch the public's reaction to this service change.

## AMTRAK SPRING TIMETABLE IS PUBLISHED




The spring Amtrak timetables were available at many Amtrak stations by mid-April. The systemwide timetable, shown here, is effective Apr 29 thru Oct 27. Printed in an adition of 1 million, it is identified by a gray background color, with a stylized Amtrak train in red, white, blue and dark gray. This timetable change introduces more important service changes and new trains than most recent timetables have. Surprisingly, tho the timetable contains no "What's New" summary of changes. Most of them are hidden in fine print among the schedules.

Of great interest are the new trains, the Mobile to New Orleans GULF COAST LIMITED, the Kansas City-Centralia-New Orleans RIVER CITIES, and trains 575/580, the San Diego Metroliners (these latter trains do rate a full page of introductory graphics). There is the re-introduced transcontinental sleeping car on the CRESCENT/SUNSET LIMITED.

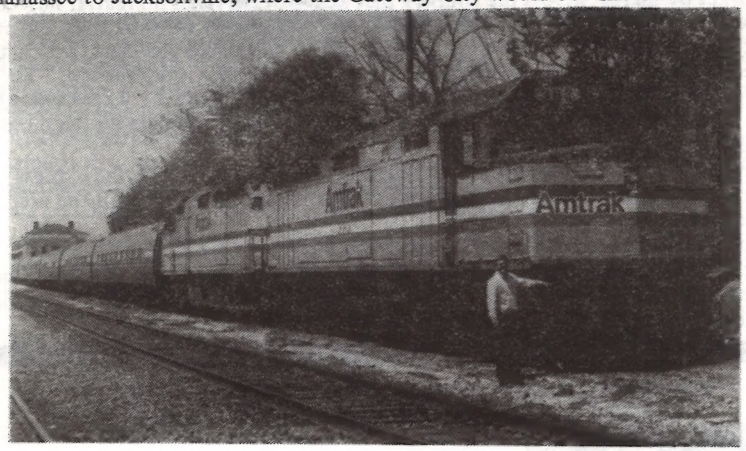
Alongside the SAN JOAQUIN schedule, connecting Caltrain/SP service between San Francisco and San Jose for the COAST STARLIGHT is now shown.

Three trains not shown in the timetable because of last-minute changes (as reported last issue) should be on the Empire Service pages (pp. 22-23). Train 57 runs weekdays from NY to Albany, leaving NY at 7:30am and reaching Albany at 9:44am. Trains 62 and 65 will continue to operate west of Albany. Train 62 will leave Niagara Falls at 2pm and arrive New York at 10:14pm.

# Amtrak Visits Florida's Capital

BY JACK M. TURNER

Amtrak made its second appearance in the last 15 months along the route of the old GULF WIND on Friday, April 6. The occasion was a "legislator's Special", chartered by the Jacksonville Chamber of Commerce to take lawmakers and invited guests from Tallahassee to Jacksonville, where the Gateway City would be "shown off."




**The author stands by engine 382 on the Amtrak charter train at Tallahassee as it awaits departure to run to lJacksonville over the route of the former GULF WIND. Engine 390 is behind the 382. Photo by the author.**

The train was scheduled to deadhead out of Jacksonville at 7:00am with arrival in the capital city due at 10:35. Seaboard's GULF WIND used to make the trun in approximately three hours, so the track was still holding up well. At 10:40 the unmistakeable sound of an F40's horn could be heard from the east and, a moment later, back-to-back F40's 390 and 382 rolled downhill and across the U.S. 27 overpass, pulling seven Amfleet II cars. Slow orders had held the train to 10mph on the Suwanee River bridge near Live Oak, as floodwaters were near track level.

Aided by Seaboard engine 4798 (a GP-16), the cars were run around the F40s at East Tallahassee siding. The need to wye the train was avoided by deadheading the passenger cars backwards and running the F40s back to back. Engine 382, now on the point for the eastbound run, was no stranger to this territory, having pulled an Amtrak/Seaboard inspection train thru in Jan 1983 en route to study the GULF COAST LIMITED trackage. Since then, 382 had narrowly escaped the SILVER STAR wreck in North Carolina earlier this year, as it was the last part of that train that didn't derail. The 390, meanwhile, is Amtrak's 1984 "Calendar Girl," adorning the latest of Gil Reid's creations.

Chartered buses began delivering passengers to trainside at the platform of the old Seaboard depot shortly after noon. A total of 98 legislators (61% of the legislature) made the trip, along with spouses and guests. The event was duly recorded by at least one Tallahassee newscast, which noted "Scheduled rail passenger service has not operated into Tallahassee for 14 years." Meanwhile, passersby gawked at the five-coach, two-lounge car train and asked, "Are they starting to run trains here again? I wish they would."



At 2:10pm the special left Tallahassee, bound for Jacksonville's Terminal Station, once the home of the pride of the Seaboard, Atlantic Coast Line, Florida East Coast, and Southern Railway. The station has stood idle since the mid-1970's, but a movement has been afoot to renovate it into a downtown convention center. After Amtrak vacated the stately station, the stub-end tracks were pulled up; thus the special would use a makeshift gravel platform west of the building near the former site of track 23, a thru track used by the SILVER STAR for switching.

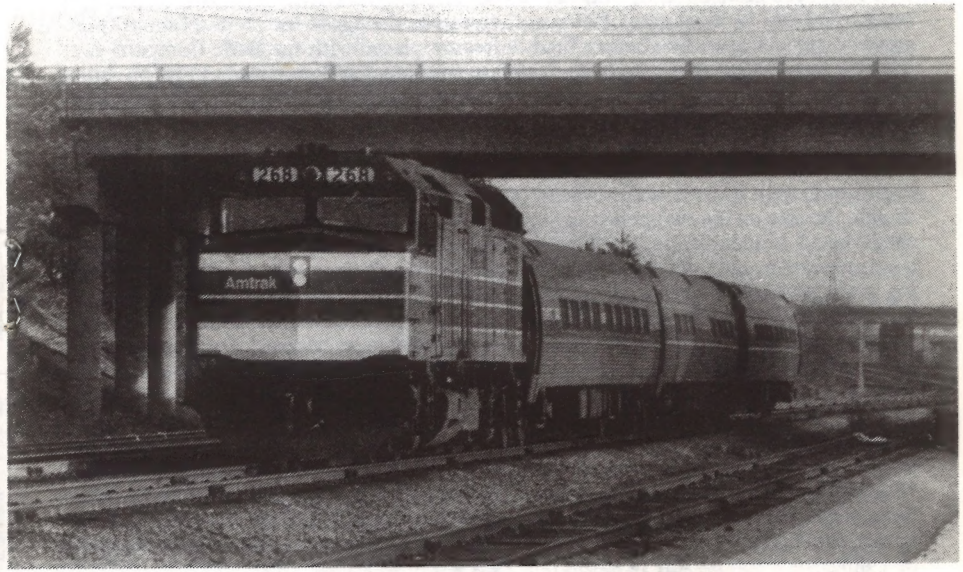
Sunday's return trip was due out of Jacksonville at 12:45pm. Arrival back in Tallahassee came ahead of schedule at 4:15. Once the F40s could be run around the cars, the deadhead move back to Jacksonville was begun. Equipment was drawn from the Florida pool, presumably sent up from Hialeah Yard on the SILVER METEOR.

During the tenure of Amtrak, seven "passenger" trains have been spotted in Tallahassee—steam movements by Southern 4501 in 1974, SP 4449 and the Freedom Train in 1976, Clinchfield I and diesel helpers a couple of years later, and S&A 750 with Southern FP7s in 1983, as wellas the unannounced SP Super Bowl Special and the two Amtrak trains. Interestingly, only the 4501 excursion was open to the public, and it was doomed by washouts (or a derailment) to the west, which delayed the open ferry run by a day.

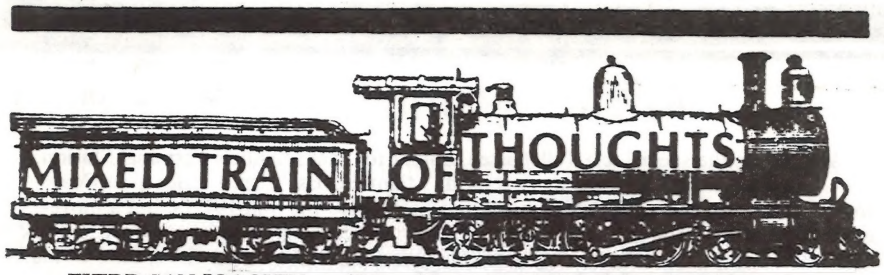
★★★

Consist of eastbound Amtrak Special 382 Extra, Apr 6, Tallahassee FL: engines 382, 390; cars 25061, 25004, 28008, 25018, 25024, 28014, 25026. Train had deadheaded westbound in reverse order with 390 and 382 leading in that order.

**A significant upgrading in accommodations was noticed during the slack winter season on the Newport News-Washington sections of trains 94, 95, and 96, the**




**COLONIAL and the TIDEWATER. Here, train 96 approaches Richmond, Virginia's Staples Mill Station enroute from Newport News on Sunday, February 11. Passengers enjoy an Amfleet II coach on the head end and an Amfleet I 60-seat coach on the rear. Photo by John P. Stith.**




THIRD SAN JOAQUIN could be added to the Oakland-Bakersfield line as early as the fall of 1985 if patronage continues to rise, Caltrans said in an Apr 15 release. Speaking at the Chico Amtrak station dedication ceremony, Caltrans Deputy District Director Dick Rogers said that the state would request that any new train's operation be expanded to include Sacramento. He said that if 200 more daily passengers were added, Caltrans would consider asking Amtrak to begin running the SAN JOAQUINS between Bakersfield, Sacramento and Oakland. If ridership rose from its current average of 19,000 monthly to 25,000, the trains would be covering 80% of their operating expenses from fares. Rogers said the ridership and revenue increases on the existing route have been dramatic, and that Caltrans expects the new (March 1) bus connection service from Chico to further bolster ridership.....

★★★

BOARD OF DIRECTORS of Amtrak recently voted to change the remaining board meetings in 1984 to the fourth Wednesday of the month instead of the third Wednesday. The remaining 1984 meetings are scheduled on these dates: Apr 25, May 23, Jun 27, Jul 25, Sep 26, Oct 24 and Nov 28. There will be no board meeting in either August or December.....

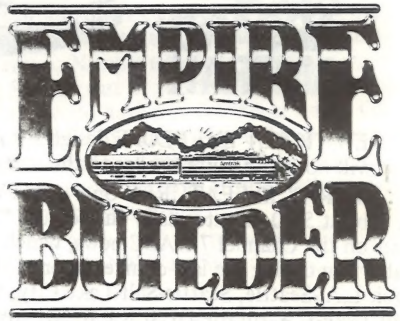
AMTRAK'S PROTOTYPE CAR building program, for its next generation of passenger cars, was described by Amtrak's Charles J. Engelhardt in the April issue of the Amtrak employee news bulletin, Amtrak News. The three car prototypes will be put into revenue service by the end of 1985, so they can be debugged for 18 to 24 months in actual passenger operation before final orders are placed with the Budd Company for the new cars. These cars have been described in some detail previously in RTN. In the Amtrak News interview, Engelhardt revealed more details of the module interiors that Amtrak is constructing to place in the car shells from Budd. The sleeping car, Englehardt said, will have 14 compartments to accommodate two people per compartment. Each one will have its own toilet and wash basin. There will also be three larger rooms each with its own washroom and toilet and shower. These rooms will be almost double the size of the two-person compartment. Said Engelhardt of the latter accommodation, "...the lower bunk will be wide enough so that it will probably accommodate a gronw person and a child, with another grownup in the upper bunk. We're also looking at the possibilities of a third bunk, a smaller one for a child, to see if we can fit it in." He added, "It will accommodate two persons quite comfortably and you will actually be able to use the toilet facility without raising or lowering the bed. This is accomplished by having the upper bunk raise directly up to the ceiling of the car....it won't fold into the wall as in a roomette. It will raise up to the ceiling vertically, to give maximum head-room and maximum room length in the closed position." About the dining car, Engelhardt said, "The dining car will have a full kitchen at one end and booth seating for 48 passengers. Primarily, the dining car is being developed to test various types of food service equipment. We're also putting a space at the end of the food preparation area that could accommodate a counter, if the car were used as a lounge car." The car shell will be delivered by Budd to Beech Grove early in the spring of 1985.....

★★★

A SECOND OFFER on Conrail was received Apr 10 by the DOT from the Alleghany Corporation. The first offer was from its employees. Said DOT Secretary Dole, "The offer we received today appears worthy of serious consideration. The offer contains assurances that Alleghany Corp. will preserve current rail service patterns for shippers in the northeast and the midwest..."..... page 14

THE BULLET TRAIN is favored by Orange County residents by a margin of almost three to one, American High Speed Rail Corporation said in an Apr 4 press release. The survey was conducted Mar 15-19 by Decision/Making/Information. When asked, "Generally speaking, do you favor or oppose the Bullet Train, 61% said they favored it, while 22% opposed it. Eighty percent of those polled in the random-sample telephone poll said they would support the train if it is privately financed and will meet all federal and state environmental regulations. This was the first such opinion poll to be undertaken by AHSRC.....

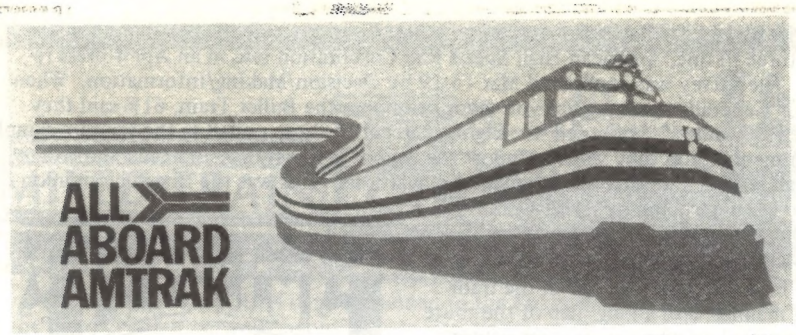
THE EMPIRE BUILDER this year has received a new route guide. The black and white fold-out folder is done in the traditional manner with a long map of the route accompanied by annotated place names.....




THE NORTHBOUND CRESCENT on Apr 12 detoured from New Orleans to Meridian MS via the CITY OF NEW ORLEANS ICG route to Jackson MS and thence on ICG freight-only line across to Meridian. The latter line is 97 miles long and limited to 35 mph. The CRESCENT left New Orleans 2hr, 27min late at 9:57 am and arrived in Meridian at 5:35pm, 6hr, 10min late. The detour was caused by a Southern Railway freight derailment at 7:26am in East New Orleans. Consist of the detoured train was engine 258; cars 4635 (deadhead), 1250, 1627, 2451 "Birch Grove", 4016, 4626, 4019, and 8512.....

★★★

THE RIVER CITIES inaugural was praised by NARP in an Apr 18 press release. NARP pointed out that the train will be the first direct passenger rail service between St. Louis and New Orleans in 14 years, and the first between Kansas City and New Orleans in 16 years. The idea for this service, basically an extension of a MULE, came from William G. Wullenjohn, then a member of the Eastern Missouri ARP (Mr. Wullenjohn now resides in Sunnyvale CA). He was also the author of the economic feasibility study which was submitted to Amtrak for consideration last year. A condensation of this study was printed in RTN 259. Said E-MARP President Thomas H. Schramel, "The original intent of the proposal was to encourage Amtrak to seek service to Carbondale via the ICG. It was believed that the most logical implementation of the service would be on the route of the former IC trains CITY OF NEW ORLEANS and PANAMA LIMITED. However, due to the many differences between ICG and Amtrak on costs, crewing, etc., a second test train was run via Centralia IL on the Norfolk Southern and Alton and Southern. This route, altho not studied in the original proposal by E-MARP, proved to be as satisfactory a route as the ICG's and in some respects superior. The selection of the NS/A&S route, however, was not without some difficulty. The major difficulty with the selection and decision on this route was with the obstinate attitude and excessive demands of the A&S. When local Amtrak representatives from St. Louis first approached the A&S, a one-mile bridge line between the St. Louis facilities and the NS tracks, ...the A&S personnel treated the Amtrak representatives in a way that was described as 'less than friendly.' However, after negotiations in good faith by the Amtrak reps, a test train was set up to operate over the route. The route was deemed as being viable for the proposed operation and negotiations were begun between Amtrak, NS and A&S. Here is where the A&S showed a real flair for the absurd. Their demand for service on a one-mile section of track was a full crew with all associated costs and benefits. Once again our hearts sank and hopes of this service were once again looking very gloomy. However, due to successful negotiations on the part of Amtrak, this matter was resolved and it was reported to me that an agreement had resolved the differences and that the service could become a reality." page 15




NEW TICKET ENVELOPE design for Amtrak is shown above. These graphics, you will note, are quite similar to the design of the Apr 29 timetable cover (see p.11)...

AMTRAK IS FEATURED on a new TV series in Los Angeles from Apr 30 thru May 4. About 5-10 minutes daily the feature "Fred Anderson Discovers Amtrak" will appear on the Channel 7 KABC news, which starts at 4pm. The Amtrak feature will probably run during the last quarter hour of the program. Featured will be rides Anderson took L.A.-Seattle, Seattle-Salt Lake City, Salt Lake-Denver roundtrip on the CZ, Salt Lake-L.A. on the DESERT WIND, and Portland-Hinkle. Included will be cab rides in some of the locomotives.....

★★★

ANAHEIM, CALIFORNIA STATION waiting room opened on Apr 1. The station was dedicated last October, but because the roof had been installed upside down, it leaked and had to be redone.....

SANTA FE RAILWAY is selling its 37-acre rail-yard sitein Chicago's Chinatown. The Chicago Tribune reports that the Chinese community wants to buy it, but the U.S. Postal Service also wants it for a new postal facility, and there will be some strong competition between the two prospective buyers.....

GENERAL MOTORS CORPORATION'S E-M diesel-building plant is heavy on orders now, with 25% of them from overseas. In 1983, major orders came from Conrail and CSX Corporation.....

NORTH COAST HIAWATHA revival plan reportedly died recently in the Montana state legislature.....

AMTRAK ENGINE 334 was spotted on the MOUNT RAINIER in late March. It had been badly damaged in the fatal SAN FRANCISCO ZEPHYR derailment in Iowa, and is back after repairs were made. Engine 284, pictured on the COAST STARLIGHT on page 18A of the April Trains magazine, is the engine that had been damaged by striking a boulder recently, and it too is now back in service.....

★★★

EMPIRE BUILDER WRECK of March 15 (see RTN 288) came very close to claiming a crew member fatality. The trailer of the truck that crossed in front of the train swung around and struck the baggage car (car 1238) a piercing blow. The baggage man was riding in the car at the time, but fortunately was in the opposite end of the car from the end that was damaged. Amtrak has reportedly decided to scrap that car. The second most badly damaged car was Superliner diner 38016. That car will be repaired, however.....

THE BRITISH COLUMBIA Expo '86, a World's Fair with a transportation theme, might possibly be cancelled by its sponsor, the British Columbia provincial government because of labor problems. B.C. Premier Bill Bennett said that a decision on it would be the most important one he will make in office.....

BN FREIGHT DERAILMENT in the town of Bingen WA on Apr 5 snarled Amtrak service between Portland OR and Pasco WA. EMPIRE BUILDER runs were affected.....

"PRINCESS MARGUERITE" excursion for two days from Seattle is available for $79 including bus travel to the Pacific Rim Park Broken Islands group to view the grey whales on a 3-hour launch cruise. Cost includes overnight on the hotel ship "Canadian



Princess." Details from Oak Bay Marina in Victoria, B.C., phone 604-598-3366. The "Princess Marguerite" this year will operate daily on the Seattle-Victoria run May 5 to Sep 30 inclusive, leaving Seattle 8am, and leaving Victoria 5:30pm.....

BOSTON'S SOUTH STATION came within a hair's breadth of being blockaded on Apr 11 when Amtrak train 95, the COLONIAL, suffered a small accident leaving the station. Almost all of the train had cleared the last switch at the terminal throat, at the point where the LAKE SHORE LIMITED and the Shoreline routes separate, and the switch was thrown prematurely so that the rear truck of the last car ran over it and began to derail. Thanks to the sharp eyes of an Amtrak employee who saw the mishap and radioed the engineer to stop, the train did not derail. The rear two cars had to be removed (the rear cars of the train run to Newport News). The train was traveling only 5mph at the time. With North Station out of commission, a similar but more short-lived occurrence with South Station would have put Boston in a fix. On the same day, the engine of the LAKE SHORE LIMITED, train 448, failed just east of Chatham NY. A Conrail freight locomotive was dispatched from Pittsfield after an hour's delay. Aboard the train was a party of 60 school children from Chatham, who ended up with a much longer train trip than they'd bargained for.....

NARP DIRECTORS' MEETING in Washington at the end of the week following Easter will include an Amtrak showing of a film of the NY West Side routing, made with a camera set on a Hi-liner.....

★★★

TRAC
TRAIN RIDERS' ASSOCIATION OF CALIFORNIA

TRAIN RIDERS' ASSOCIATION of California (TRAC) is a new rail advocacy group being founded in California by Citizens for Rail California members who say they are tired of the "negative" approach of that organization. Says the new organization, "Many of us had high hopes for Citizens for Rail California. From its start, in 1975, its efforts were directed at lobbying and legislation to obtain new train services, and its successes were visible and exciting. But, since 1980 the leaders of CRC have change the goals of the organization and left most of the members behind. CRC has become a group which opposes, rather than advocates, new rail services. It opposed the startup of the L.A.-Oxnard commuter trains, the Monterey-S.F. intercity train, and now devotes its main efforts to blocking the planned L.A.-San Diego high speed rail line. Because of this negative focus, CRC has alienated many of its previous supporters. Only 25 people attended its 1984 annual meeting, down from hundreds in previous years. But the real damage has been the loss of credibility caused by its leaders' ill-considered communications with state officials." TRAC goes on to say that CRC opposed a new Oakland to Reno train and suggested that California pull out of its 403(b) contracts with Amtrak. The new organization plans a positive approach. It plans aggressive lobbying for improved Calif. rail service, without playing favorites and without unnecessary expenses. It plans periodic "action alert" newsletters. It seeks a growing network of dedicated volunteers around California, and wants close cooperation with NARP. Leaders of the new group are President Richard Tolmach, Vice President Roger Hooson, and Board Member Leif Lange. TRAC's address is 1730 13th St., Sacramento CA 95814. Regular membership is $15.....

★★★

NARP IS URGING rail advocates in Oklahoma, Kansas and Texas to tell their legislators that Congress should mandate the startup of Oklahoma service. In doing so, the consumer group is opposing the wishes of Amtrak President Claytor, who wants only a 403(b) operation if Oklahoma service is to begin again. Said NARP, "You will note that restoration of the CARDINAL and the increase to daily frequency of the EMPIRE BUILDER did not prevent Amtrak's revenue/cost ratio from improving. Nor did it result in a proliferation of other new service orders, which Claytor fears would happen in the wake of an Oklahoma mandate. NARP noted that committee action on Amtrak's Fiscal 1985 appropriations bill should come sometime in May.....

L.A.-LAS VEGAS HIGH-SPEED Rail study bidding process was put in the hands of the Las Vegas City Manager, after the city council was dissatisfied with the way it was being handled by the city's Director of Supertrain Development, who resigned March 20, under pressure from the city council. Only one proposal had been received for the legal issues study and one for the technical-environmental-social study.....

AMTRAK'S AUTO TRAIN gets a roundtrip fare reduction from Apr 15 thru Sep 5. This amounts to 30-50% off the regular fare. The trip must be completed in 21 days in order to qualify for the discount.....

TRAILWAYS BUS STATION was dedicated Apr 12 just four blocks from Union Station in Washington DC, 12 blocks closer than before.....

SECOND NEW BRIDGE was floated into place in Connecticut on the NE Corridor, on Apr 2 at Shaw's Cove. It will be fully open by early May.....

GRAND RAPIDS-CHICAGO train service startup is expected in June or July. The name proposed for the train is the WESTERN MICHIGAN LIMITED. It would probablyleave Grand Rapids at 7:30am, reaching Chicago at 10:45am. It would leave Chicago at 4:30 or 5:45pm and reach Grand Rapids at 9:45pm or 11pm. The Grand Rapids city commission has agreed to build a temporary station for the train at a cost of $50,000. It would be at the corner of Market Ave SW and Wealthy Street.....

THE WISCONSIN ASSOCIATION of RR Passengers is protesting the Apr 29 schedule changes for the Chicago-Milwaukee route. They "continue a long pattern of neglect by the rail carrier for the needs of the Wisconsin traveler," WisARP said. The group said the schedule changes would accommodate some passengers connecting with other Amtrak trains in Chicago, but would inconvenience many local travelers, making some trips, such as same-day roundtrip service from Chicago to Milwaukee, impossible. What the service really needs, WisARP said, is more trains.....

CHARLOTTE-RALEIGH TRAIN will be named the PIEDMONT CRESCENT. The train could start operation in Oct 1984 if the North Carolina general assembly okays the $500,000 funding, noted the Southeast Transportation Coalition.....

FRA ADMINISTRATOR JOHN RILEY is among noted speakers scheduled for the First International Convention on High Speed Rail to be held in Philadelphia May 16, 17 and 18. Registration for the convention (after Apr 18) is $340 for non-members of the High Speed Intercity Rail Passenger Commission. Address is: House Box 240, Main Capitol Building, Harrisburg PA 17120.....

### URBAN-SUBURBAN TRANSIT BRIEFS

Portland OR received its first light rail vehicle from Bombardier Apr 7 (car 103). Car 102 was delayed after it was found with bullet holes after passing thru Chicago.....

Portland OR Tri-Met transit system is abandoning its honor system fare collection program due to losses. It is said up to a third of passengers travel without paying.....

CALIF. Gov. Deukmejian said that if federal financing for the L.A. metro system collapses, the state reserves the right to take a look at its own $400 million commitment.

News in this issue is updated thru Apr 22, 1984.

## QUOTES OF THE WEEK***

"I hasten to make public declaration that neither the Hillsborough County delegation to Tallahassee, nor U.S. Rep. Sam Gibbons of Tampa, nor the Tampa Bay Baseball Group, nor The Tribune in general, nor I in particular lobbied for Amtrak to 'X' its service to St. Petersburg and end it at Union Station in Tampa, with connecting bus service to downtown St. Pete where St. Pete seeks to build a domed stadium.

"I feel this disclaimer necessary in view of past published reports originating with both public officials and/or St. Pete media that a conspiracy exists here to do-in that sparkling tourist city, to dead-end in Tampa all that St. Pete might consider St. Pete-bound.

"But then I suppose it would be sort of convenient for some folks in central or south Florida to ride the train to Tampa for a major-league game at a new domed stadium here."

—Columnist Tom McEwen in Tampa Tribune, Feb 4.



# AMTRAK RIDERSHIP FIGURES

### MARCH 1984 DATA

**(First column is no. of riders; second is % change from 1983)**

| | | |
|---|---|---|
| **NORTHEAST CORRIDOR** | | |
| METROLINERS | 108,853 | 21.7 |
| NE CORRIDOR CONVENTIONAL | 529,733 | -8.4 |
| NEW HAVEN-SPRINGFIELD | 22,913 | 20.7 |
| NEW YORK-PHILADELPHIA | 209,679 | -44.3 |
| PHILADELPHIA-HARRISBURG | 67,651 | -13.4 |
| TOTAL NE CORRIDOR | 938,829 | -17.8 |
| **SHORT DISTANCE** | | |
| NEW YORK-ALBANY-NIAGARA FALLS | 69,594 | 14.6 |
| CHICAGO-ST. LOUIS | 23,649 | 11.9 |
| CHICAGO-MILWAUKEE | 12,969 | 15.4 |
| CHICAGO-DETROIT-TOLEDO | 28,497 | 1.3 |
| CHICAGO-CARBONDALE | 14,239 | 7.0 |
| CHICAGO-QUINCY | 7,368 | 16.2 |
| LOS ANGELES-SAN DIEGO | 101,205 | 4.8 |
| SEATTLE-PORTLAND | 7,763 | 89.9 |
| WASHINGTON-MARTINSBURG | 13,600 | -26.6 |
| OAKLAND-BAKERSFIELD | 18,117 | 12.5 |
| NEW YORK-MONTREAL | 4,348 | -0.8 |
| CHICAGO-PT. HURON-(TORONTO) | 9,190 | 4.6 |
| MINNEAPOLIS-DULUTH | 2,783 | 1.8 |
| CHICAGO-VALPARAISO | 20,523 | -9.9 |
| CHICAGO-INDIANAPOLIS | 5,603 | -0.6 |
| CHICAGO-KANSAS CITY | 11,587 | 18.8 |
| PITTSBURGH-PHILADELPHIA-NYC | 8,683 | 65.9 |
| LOS ANGELES-SACRAMENTO | --- | -100.0 |
| MIAMI-TAMPA | 5,507 | 5.3 |
| TOTAL SHORT DISTANCE | 365,225 | 5.8 |
| **LONG DISTANCE** | | |
| WASHINGTON-MONTREAL | 8,178 | -2.8 |
| NEW YORK-FLORIDA | 60,048 | -20.3 |
| CHICAGO-NEW YORK/WASHINGTON | 22,234 | 13.3 |
| CHICAGO-CIN-WAS-NEW YORK | 5,124 | -7.9 |
| CHICAGO-SEATTLE/PORTLAND | 32,429 | 9.3 |
| CHICAGO-OAKLAND/L.A./SEATTLE | 69,289 | 23.3 |
| CHICAGO-LOS ANGELES | 20,051 | 3.4 |
| CHICAGO-NEW ORLEANS | 17,819 | 13.6 |
| CHICAGO-TEXAS | 9,779 | 30.1 |
| NEW ORLEANS-LOS ANGELES | 8,456 | 25.0 |
| LOS ANGELES-SEATTLE | 43,256 | 44.2 |
| CHICAGO-NEW YORK/BOSTON | 29,151 | 3.2 |
| BOSTON-NEWPORT NEWS | 5,594 | -13.2 |
| NEW YORK-SAVANNAH | 8,840 | -17.4 |
| NEW YORK-NEW ORLEANS | 25,377 | 15.3 |
| AUTO TRAIN (LORTON-SANFORD) | 4,802 | 0.0 |
| TOTAL LONG DISTANCE | 370,427 | 8.4 |
| SPECIAL TRAINS | 14,370 | 23.9 |
| SYSTEM TOTAL | 1,688,851 | -8.2 |

Here are the Amtrak ridership figures for March. The Feb figures were published in our last issue.

Overall ridership took a drop in March, compared with March 1983. Systemwide ridership was down 8.2%. This is the first drop recorded in Amtrak patronage since Apr 1983, and it was regional in this case. Except for a drop in patronage of the Chicago-Valparaiso commuter trains, the drop in Amtrak business was entirely in the East. And Amtrak revenue did not suffer nearly as much as ridership did, RTN estimates, since long distance patronage, with its higher revenue-gathering capacity, held up well, showing an 8.4% increase. (The short distance increase was 5.8%, while the NE Corridor was down 17.8%.)

According to RTN's estimates of Amtrak revenue, systemwide revenue was down just 2.4%. For RTN's method of estimating revenue, see RTN no. 288.

Note that March patronage of the AUTO TRAIN was 4802, which is higher than the February figure of 3354.

L.A.-LAS VEGAS HIGH-SPEED Rail study bidding process was put in the hands of the Las Vegas City Manager, after the city council was dissatisfied with the way it was being handled by the city's Director of Supertrain Development, who resigned March 20, under pressure from the city council. Only one proposal had been received for the legal issues study and one for the technical-environmental-social study.....

AMTRAK'S AUTO TRAIN gets a roundtrip fare reduction from Apr 15 thru Sep 5. This amounts to 30-50% off the regular fare. The trip must be completed in 21 days in order to qualify for the discount.....

TRAILWAYS BUS STATION was dedicated Apr 12 just four blocks from Union Station in Washington DC, 12 blocks closer than before.....

SECOND NEW BRIDGE was floated into place in Connecticut on the NE Corridor, on Apr 2 at Shaw's Cove. It will be fully open by early May.....

GRAND RAPIDS-CHICAGO train service startup is expected in June or July. The name proposed for the train is the WESTERN MICHIGAN LIMITED. It would probablyleave Grand Rapids at 7:30am, reaching Chicago at 10:45am. It would leave Chicago at 4:30 or 5:45pm and reach Grand Rapids at 9:45pm or 11pm. The Grand Rapids city commission has agreed to build a temporary station for the train at a cost of $50,000. It would be at the corner of Market Ave SW and Wealthy Street.....

THE WISCONSIN ASSOCIATION of RR Passengers is protesting the Apr 29 schedule changes for the Chicago-Milwaukee route. They "continue a long pattern of neglect by the rail carrier for the needs of the Wisconsin traveler," WisARP said. The group said the schedule changes would accommodate some passengers connecting with other Amtrak trains in Chicago, but would inconvenience many local travelers, making some trips, such as same-day roundtrip service from Chicago to Milwaukee, impossible. What the service really needs, WisARP said, is more trains.....

CHARLOTTE-RALEIGH TRAIN will be named the PIEDMONT CRESCENT. The train could start operation in Oct 1984 if the North Carolina general assembly okays the $500,000 funding, noted the Southeast Transportation Coalition.....

FRA ADMINISTRATOR JOHN RILEY is among noted speakers scheduled for the First International Convention on High Speed Rail to be held in Philadelphia May 16, 17 and 18. Registration for the convention (after Apr 18) is $340 for non-members of the High Speed Intercity Rail Passenger Commission. Address is: House Box 240, Main Capitol Building, Harrisburg PA 17120.....

### URBAN-SUBURBAN TRANSIT BRIEFS

Portland OR received its first light rail vehicle from Bombardier Apr 7 (car 103). Car 102 was delayed after it was found with bullet holes after passing thru Chicago.....

Portland OR Tri-Met transit system is abandoning its honor system fare collection program due to losses. It is said up to a third of passengers travel without paying.....

CALIF. Gov. Deukmejian said that if federal financing for the L.A. metro system collapses, the state reserves the right to take a look at its own $400 million commitment. News in this issue is updated thru Apr 22, 1984.

## QUOTES OF THE WEEK***

"I hasten to make public declaration that neither the Hillsborough County delegation to Tallahassee, nor U.S. Rep. Sam Gibbons of Tampa, nor the Tampa Bay Baseball Group, nor The Tribune in general, nor I in particular lobbied for Amtrak to 'X' its service to St. Petersburg and end it at Union Station in Tampa, with connecting bus service to downtown St. Pete where St. Pete seeks to build a domed stadium.

"I feel this disclaimer necessary in view of past published reports originating with both public officials and/or St. Pete media that a conspiracy exists here to do-in that sparkling tourist city, to dead-end in Tampa all that St. Pete might consider St. Pete-bound.

"But then I suppose it would be sort of convenient for some folks in central or south Florida to ride the train to Tampa for a major-league game at a new domed stadium here."

—Columnist Tom McEwen in Tampa Tribune, Feb 4.



# AMTRAK RIDERSHIP FIGURES

**MARCH 1984 DATA**

**(First column is no. of riders; second is % change from 1983)**

| | | |
|---|---|---|
| NORTHEAST CORRIDOR | | |
| METROLINERS | 108,853 | 21.7 |
| NE CORRIDOR CONVENTIONAL | 529,733 | -8.4 |
| NEW HAVEN-SPRINGFIELD | 22,913 | 20.7 |
| NEW YORK-PHILADELPHIA | 209,679 | -44.3 |
| PHILADELPHIA-HARRISBURG | 67,651 | -13.4 |
| TOTAL NE CORRIDOR | 938,829 | -17.8 |
| SHORT DISTANCE | | |
| NEW YORK-ALBANY-NIAGARA FALLS | 69,594 | 14.6 |
| CHICAGO-ST. LOUIS | 23,649 | 11.9 |
| CHICAGO-MILWAUKEE | 12,969 | 15.4 |
| CHICAGO-DETROIT-TOLEDO | 28,497 | 1.3 |
| CHICAGO-CARBONDALE | 14,239 | 7.0 |
| CHICAGO-QUINCY | 7,368 | 16.2 |
| LOS ANGELES-SAN DIEGO | 101,205 | 4.8 |
| SEATTLE-PORTLAND | 7,763 | 89.9 |
| WASHINGTON-MARTINSBURG | 13,600 | -26.6 |
| OAKLAND-BAKERSFIELD | 18,117 | 12.5 |
| NEW YORK-MONTREAL | 4,348 | -0.8 |
| CHICAGO-PT. HURON-(TORONTO) | 3,190 | 4.6 |
| MINNEAPOLIS-DULUTH | 2,783 | 1.8 |
| CHICAGO-VALPARAISO | 20,523 | -9.9 |
| CHICAGO-INDIANAPOLIS | 5,603 | -0.6 |
| CHICAGO-KANSAS CITY | 11,587 | 18.8 |
| PITTSBURGH-PHILADELPHIA-NYC | 8,683 | 65.9 |
| LOS ANGELES-SACRAMENTO | -- | -100.0 |
| MIAMI-TAMPA | 5,507 | 5.3 |
| TOTAL SHORT DISTANCE | 365,225 | 5.8 |
| LONG DISTANCE | | |
| WASHINGTON-MONTREAL | 8,178 | -2.8 |
| NEW YORK-FLORIDA | 60,048 | -20.3 |
| CHICAGO-NEW YORK/WASHINGTON | 22,234 | 13.3 |
| CHICAGO-CIN-WAS-NEW YORK | 5,124 | -7.9 |
| CHICAGO-SEATTLE/PORTLAND | 32,429 | 9.3 |
| CHICAGO-OAKLAND/L.A./SEATTLE | 69,289 | 23.3 |
| CHICAGO-LOS ANGELES | 20,051 | 3.4 |
| CHICAGO-NEW ORLEANS | 17,819 | 13.6 |
| CHICAGO-TEXAS | 9,779 | 30.1 |
| NEW ORLEANS-LOS ANGELES | 8,456 | 25.0 |
| LOS ANGELES-SEATTLE | 43,256 | 44.2 |
| CHICAGO-NEW YORK/BOSTON | 29,151 | 3.2 |
| BOSTON-NEWPORT NEWS | 5,594 | -13.2 |
| NEW YORK-SAVANNAH | 8,840 | -17.4 |
| NEW YORK-NEW ORLEANS | 25,377 | 15.3 |
| AUTO TRAIN (LORTON-SANFORD) | 4,802 | 0.0 |
| TOTAL LONG DISTANCE | 370,427 | 8.4 |
| SPECIAL TRAINS | 14,370 | 23.9 |
| SYSTEM TOTAL | 1,688,851 | -8.2 |

Here are the Amtrak ridership figures for March. The Feb figures were published in our last issue.

Overall ridership took a drop in March, compared with March 1983. Systemwide ridership was down 8.2%. This is the first drop recorded in Amtrak patronage since Apr 1983, and it was regional in this case. Except for a drop in patronage of the Chicago-Valparaiso commuter trains, the drop in Amtrak business was entirely in the East. And Amtrak revenue did not suffer nearly as much as ridership did, RTN estimates, since long distance patronage, with its higher revenue-gathering capacity, held up well, showing an 8.4% increase. (The short distance increase was 5.8%, while the NE Corridor was down 17.8%.)

According to RTN's estimates of Amtrak revenue, systemwide revenue was down just 2.4%. For RTN's method of estimating revenue, see RTN no. 288.

Note that March patronage of the AUTO TRAIN was 4802, which is higher than the February figure of 3354.

# CARS & CONSISTS

*CITY OF NEW ORLEANS, train 58, McComb MS Mar 25: engine 262; cars 1211, 2885, 28012, 4016, dome 9411, 4631, 4625.

*COAST STARLIGHT, train 11, San Jose Apr 5: engines 241, 248; cars 1174, 1139, 39927, 31007, 34012, 33001, 38031, 32015, 32048.

*SILVER METEOR, train 87, New York Mar 26: engine 964 (E60); cars 1248, 1620, 25004, 25002, 25042, 28007, 2081, 2461, 2917 "Pacific Islands", 8518, 2995 "Pine Brook", 3127, 25053, 25044, 25001.

*MONTREALER, train 60, New York Apr 9: engine 907 (AEM); cars 1260, 2455 'Elm Grove", 2055, 28303, 4704, 4729, 4000, (off at New York:) 21059, 21043, 1378.

*MERCHANTS LIMITED, train 177, New York Apr 9: engine 939 (AEM); cars 20124, 21200, 21239, 4726, 4715, 4607, 21070, 21001, 21148, (on at NY:) 1255.

*MINUTE MAN, train 174, New York Apr 9: engine 940 (AEM); cars 20138, 21873, 21097, 21159, 21098.

*BANKERS, train 142, New York Apr 9: engine 903 (AEM); cars 20120, 21869, 21803, 21058, 20002, 1370.

*Metroliner 125, New York Apr 9: engine 931 (AEM); cars 20978, 21984, 20912, 21920.

# RAIL FANTRIPS

May 24-Jun 10: 6 steam excursions with 4449 in Texas and Louisiana. $64-107 each. Info from Gulf Coast Chapter, NRHS, PO Box 457, Houston TX 77001.

May 19-21: Okanagan Express Vancouver-Penticton. 1920s equipment, open obs, CP diesel. Meals aboard, spectacular scenery. PTJ:"Best train excursion...in N.America..." RT or 1-way. Skyline Travel, 615 W. Hastings St, Vancouver BC Canada V6B 1M8; (604) 685-6102.

Apr 29: Free streetcar rides 10am-4pm, San Antonio TX, from S.A. Museum of Art to Pearl Brewery; 51st anniversary of old 300's last run in 1933. Ride Old 300.

May 13: Mother's Day specials—free rides to all mothers on Wilmington & Western RR. Historic Red Clay Valley, Inc., Box 1374, Wilmington DE 19899. 302-998-1930.

11-day rail & sail package, Edmonton-Victoria. 5 days on sleeper "Commonwealth" thru Cariboo country, 5 days on schooner "Robertson II", free day in Vancouver, 40 miles behind "Royal Hudson." Colonist Railcar Soc., Box 4253, Edmonton Canada T6E 4T3.

Send large SASE when responding to listings. One Rail Fantrips listing is free. Send info to: RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

# EXPRESS ADS

To the Amtrak Board of Directors: Pursuant to 18 U.S.C. 6, "a corporation in which the United States has a proprietary interest" is an "agency" for purposes of title 18 of the Code. Amtrak is clearly such an agency because sec. 804 of the RPSA, 84 Stat. 1340 (1970), expressly designates Amtrak a "mixed-ownership GOVERNMENT corporation." Sec. 1018 of title 18, entitled "Official certificates and writings," makes it a criminal offense for a public officer to knowingly deliver AS TRUE any writing containing any statement which he knows to be false. I am of the opinion that the Amtrak president's official communication of Jan. 18, 1984, to the House Committee on Energy and Commerce, and the letter printed in the March '84 issue of TRAINS, in which Mr. Claytor certified that Amtrak is a private corporation, constitute knowing violations of 18 U.S.C. 1018, because they contain official statements which he knew to be false. I petition the Amtrak board of directors hereby to promptly disassociate itself from Mr. Claytor's willful misrepresentations. Alfred E. Ehm, 170 Carousel Drive, San Antonio, Texas 78227.

COME! Ride the railways of the world with "The International Railway Traveler." IRT is a unique, bimonthly mini-magazine which explores modern rail travel world-wide, from Spain to Siberia, Norway to New Zealand. Regular subscription is $15; $12 special, limited-time offer to RTN readers. Sample copy $3.50. Write IRT, Dept. R, Box 35067, Louisville, KY 40232. (502) 456-1028.



# EXPRESS ADS

AMTRAK—VIA RAIL CANADA—EURAILPASS—OCEAN LINER CRUISES—RAIL TOURS—RAIL EXCURSIONS—CHARTER RAIL CARS. Arrangements by phone or appointment—use your credit card—tickets mailed promptly. A fully appointed travel agency with masters of ship and rail travel. GREAT WESTERN TOURS, Sheraton Palace Hotel, Suite 900, 639 Market Street, San Francisco CA 94105. (415) 398-2994.

June 11, 1984—Traction Fans: Chartered 6-hr tour over lines of Chicago CTA using 1926 Cincinnati built heavyweights 4271 & 4272. $10 per person. Limited space available. SSAE: Rocky Mtn RR Club, c/o Erwin Chaim, V.P., 560 Emerson St., Denver, Colorado 80218.

Just as Amtrak persisted in finding a route to connect the MULE to the CITY OF NEW ORLEANS, it should also persist in the SUNSET reroute. The Santa Fe line between Houston and Fort Worth could serve as an interim or permanent (if necessary) segment for the much-needed rerouting and rescheduling of the SUNSET/EAGLE.

Announcing Volume TWO of Matthews's NORTHERN CALIFORNIA RAILROADS: The Silver Age, 1945-1960. Covers SP Coast & Shasta Routes, WP/GN Bieber, Shortlines, NWP, Streamliners, Oakland Pier/ferries, Final days of steam. Limited edition, ready about June, 48 color 213 b&w, text, 8x11 hardbound. Some copies Vol. One (elec, std psgr trains, Valley, Sierra, desert) still avail, $32 bkstores or Sundance Publs, 250 Broadway, Denver CO 80203.

DINING CAR CHINA, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports. Many railroads. Long 37¢ stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, KS 67213. Will buy items.

GISELLE'S TRAVEL CORP at 1215 4th St. Sacramento CA 95814, Phone: (916) 446-1211 offers rail tickets on AMTRAK—VIA (CANADA)—EURAILPASS along with tours and accommodations in cities to which you are traveling. Let Giselle's help you take your next memorable rail trip.

STAMFORD CT Aug 10-11 1984. Annual convention and show of the National Association of Timetable Collectors. Friday Aug 10: open to NAOTC members and registered dealers ONLY, Saturday Aug 11 open to the public from 9am to 3pm. Over 60 tables available to NAOTC Members and Railroad paper dealers ONLY. Complete details from Max Brunswick, Chairman, 155 West Rock Avenue, New Haven CT 06515. The location will be the modern Marriott Hotel, next to Amtrak/Metro North rail station in Stamford. Plan to attend America's largest paper-only show. Saturday admission $2 per person. The NAOTC Annual Convention is held in the Northeast only once every three years. Don't wait till 1987 to see this outstanding sale of rail, trolley, bus, air timetables, Employee Timetables, Guides, Postcards and all transportation paper.

SEVENTH GREAT PACIFIC COAST RAILROADIANA COLLECTOR'S SHOW and Sale, Saturday, May 12, 1984. Capitol Plaza Holiday Inn, 300 J St, Sacramento CA (near State Railroad Museum). Hours 10am to 4pm. Seller tables $25 each. Admission $1.50. Contact Roy Gabriel, National Association of Timetable Collectors, Box 981, Sacramento CA 95805, phone 916-485-2800.

Boston & Maine, Frisco, Pennsylvania and New York Susquehanna & Western uniform button blazer sets. Two large, six small, $5.95 or all four sets $20.95. Joseph Lajoie, P. O. Box 3, Methuen, Mass. 01844.

"THE SHEER BEAUTY OF THE PHOTOS DOMINATES THE BOOK....such dazzling color when there were so few color photos taken at the time....the general comprehensiveness of the superb photography." Laurence Veysey, on Vol. I of NORTHERN CALIFORNIA RAILROADS: The Silver Age 1945-1960. 224 pp, hardcover, 48 full color, 160 b&w, area maps, historical text. $32 at bookstores or from Sundance Publications, 250 Broadway, Denver 80203

ONE OF THE WORLD'S last great train rides—the Kyle of Lochalsh. England and Scotland by rail. Sightseeing. Historic hotels. All meals (except London). Contact Herb Rowan, Giselle's Travel, Inc., 5667 Freeport Blvd., Sacramento CA 95822; phone: (916) 421-6616.

Oklahoma shouldn't be required to pay for a train when N. Mex., Colo., Ariz., Nev., Ida., Utah & Oreg ...all with less population...have two federally funded trains, each. The browbeating Oklahoma has taken from Amtrak provides further proof that the 403-b program amounts to nothing more than blackmail and extortion to make certain that the rest of the nation has to pay for the services the Northeast Corridor receives, abundantly, and for free. 403-b should be abolished.

Keep up with news about the Empire Builder, the North Star, 403(b) service and general coverage. Minnesota Rail Passenger News, 6/year for $5.00 from: MinnARP (RTN), Box 375, Minneapolis MN 55440-0375.

"Issues in American Rail Travel," RTN's little book on important problems with America's rail passenger revival, is almost ready for publication. Price will be $4.50, which includes relevant tax & post. Full details given later in RTN. PO Box 9007, Berkeley CA 94709.

RTN ADVERTISING RATES: Express Ads cost just $1 per line of 80 spaces (Capital letters take up more than one space, so please allow extra room). Display ads are only $1.25 per square inch. Send your order now to: RAIL TRAVEL NEWS, PO Box 9007, Berkeley CA 94709.

**Carl Loucks**

**. . . . SELLING RAILROAD TIMETABLES**

Employee Timetables. Public Timetables. Brochures, Guides, Postcards, Tickets, a full line of transportation paper items. New catalogue issued monthly. Send Stamped Self Addressed Envelope for latest list and specials.

**199 Wayland St., Hamden, CT 06518**

BACK ISSUES

Many back issues of Rail Travel News are available. Recent year volumes can be ordered by the full volume at special prices. 1983 (24 issues) is $12. 1982 (22 issues) is $10. 1981 (21 issues) is $10. 1980 (18 issues) is $8. Single copies can be ordered at individual issue price.

RAIL TRAVEL NEWS
Box 9007, Berkeley CA 94709

## EAST COAST REPORT (continued from page 2)

Riders were quoted as being late for work nearly every day, and the trolleys apparently cause unpopular traffic jams, tho sometimes it is other vehicles that initially cause the problem by blocking the line. If the 13-mile route is to survive, the cars, tracks and electrical system need a complete overhaul.

Reading Division Sunday service is to be disrupted for an indefinite period of time, according toa SEPTA flyer, while work continues on the signal and power distribution system and a new train storage facility at Wayne Junction. Passengers will be bused at Wayne Junction, for five Reading Division lines, and at Allegheny Station for the Norristown Line, to and from the Reading Terminal.

★★★

In its Monthly Report of Mar 1984, NJ Transit included the first regular notice entitled Momentum for its riders on the Morristown Line during the final stages of the re-electrification project. Work on the 21 power substations is complete, and 99% of the catenary work and 95% of the signal work are finished. All 140 Arrow III cars will receive a major overhaul by mid-summer, while all stations on the line are being made more attractive, in time for the official grand opening scheduled for late summer.

NJ Transit plans an aggressive marketing campaign with billboards, newspaper ads, radio messages and direct mail solicitation to attract new and former riders to its trains. Speakers, to explain the improvements, are available by phoning 201-648-7418.

On the NE Corridor line and electrified portions on the North Jersey Coast Line, all 70 Arrow II cars are to be rehabilitated by the end of September, a project of Morrison -Knudsen.

At Newark Penn Station, NJ Transit is hoping to receive a $12 million grant from UMTA to make additional renovations above and beyond the $20 million allocated by the FRA for improvements underway for the past three years. The additional money is slated for air conditioning, enclosed bus platforms and 90 closed-circuit TV cameras.

★★★

The Long Island Rail Road is offering a special rail and reserved seat ticket package until June 1 for all weekday performances of the Ringling Brothers and Barnum & Bailey Circus at Madison Square Garden above Penn Station, New York. From zones 3-7, for example, the adult package costs $13.50, and as the value of the circus ticket is $10.50, the rail fare, in essence, is being offered at half price.

Another promotion is aimed at attracting people bound for Roosevelt Raceway for the spring meet thru June 15. A cost of $7 from Penn Station and Flatbush Avenue and $6 from Jamaica includes the round-trip rail fare, bus transfer to and from Mineola Station, grandstand admission, and the official program.

The LIRR has begun an overhaul of its entire 59-unit diesel locomotive fleet, beginning with its 2000-hp GP38-2 units dating from 1976-7. The work will involve replacing all major components at the LIRR's Morris Park facility in Queens. A passenger car overhaul is already underway.

★★★

On Metro-North, ridership on the three lines, Hudson, Harlem and New Haven, in the months of January and February is above budget levels, despite the Jan 1 fare increases. On-time performance in February and March rose to 88.2%, an 11.2% increase over January. Upper Harlem Line electrification is progressing as planned, with a scheduled opening in April. Twenty-four M-3 cars are in service, and tho they do not have the acceleration hoped for, the commuters appear to like them.

Midday food service is to be eliminated on the New Haven Line, and 10 M-2 cafe cars are to be converted to coaches. Peak and evening food and beverage service is to be expanded. The Apr 29 timetable changes will add more trains on the New Haven and Upper Harlem Lines on weekends.

★★★

In New York City transit news, the 11-car Japanese-built test train for the IRT lines has passed inspection during its experimental period on the no. 2, 4 and 7 lines. Only two minor problems with the door switches and brakes have surfaced, both attributed to American manufacturers. Twenty more cars were immediately dispatched by ship, and another 60-80 are ready on the docks. All 325 cars are to be delivered by the end of 1985—the first new cars for IRT riders in 18 years.

A new work program to employ homeless men and women housed in municipal shelters is directed at cleaning the neighborhood's subway stations. The city houses some 3000 people, only a fraction of the street population, each night in 18 shelters.

Subway work is causing service adjustments, meaning disruption or suspension of regular schedules, on the 4, 6, 7, RR, A, CC, D, F, J and M Lines over the next few weeks and months, according to a flurry of press releases in the mail recently.

To replace the 850 Grumman buses taken out of service Feb 7, the MTA has approved an emergency purchase of 400 advanced-design GM buses at a cost of $66 million, plus $2 million for spare parts, a $31 million plan to rehabilitate 300-350 older GM units and to lease for one year 150 Greyhound buses for $4.5 million. The new GM buses will have larger electronic signs on the front and rear, more lighly-tinted windows, air-assisted opening devices for the rear doors and wheel-chair lifts. Delivery is to take place between Aug 17 and Nov 2 with at least six buses arriving per working day.

For riders of the Empire Service Corridor, the good news has arrived that trains 62 and 65 will not be cut back from Niagara Falls to Syracuse after all. Another report from a usually reliable source indicates that train 71, the 7:30am departure from Grand Central to Albany will get a reprieve for at least a few months more. New York-Albany retains its status as a full-service corridor.

WE'RE NOW THE SECOND-HIGHEST AMTRAK RETAIL SALES AGENCY IN NORTHERN CALIFORNIA AND SIX WESTERN STATES. THANKS FOR YOUR SUPPORT, RTN READERS!

Ted & Sylvia Blishak

Weekdays 10-5

For the trip to suit your personality, call:

Sylvia Blishak
Ted Blishak

(415) 326-7330

ALL DESTINATIONS

ACCENT ON TRAVEL

CRUISES

AIRLINE TICKETS

CANADIAN RAIL

EURAILPASS

Amtrak

HAWAII

ALASKA

MEXICO

CLUB MED

1030 Curtis St, Menlo Park, Ca 94025